Education, National Programme of Nutritional Support for Primary Education (Commonly known as Mid-day Meals Programme) and District Primary Education Programme.

The Working Group on Elementary Education for 9th Five Year Plan has recommended tentative outlay of Rs. 79,260 crore in the Central Sector and Rs. 46,393 crore in the State Sector. Information about State-wise allocations for achieving Universaliation of Elementary Education are not available as 9th Five Year Plan has not been finalised.

SHRI PARAG CHALIHA: Sir, I would like to know how and when the Union Government proposes to raise the required amount of money to ensure universalisation of primary education, at least after half a century of our independence.

DR. M. M. JOSHI: Sir, the working group on elementary education for the Ninth Five Year Plan has recommended a tentative outlay of Rs. 79,260 crores in the Central sector and Rs. 46,393 crores in the State sector. Now this is the amount of money wMch is required for universalisation of elementary education. The Government is trying its best to raise the resources, but this time the earlier Government left us with a deficit of more than one lakh crores. After all, it is the nation's endeavour and the growth in the nation's economy will be providing for the' necessary amount of money. But the Government is committed to spending six per cent of the GDP in a phased manner for the purposes of education. I can assure you that this Government is taking all efforts for strengthening elementary and primary education.

MR. CHAIRMAN: Question Hour is over.

WRITTEN ANSWERS TO STARRED QUESTIONS

Incidents of Fire in Trains

*141. SHRI S.M. KRISHNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether 21 wagons carrying takers of oil caught fire following derailment of a train going from Trombay to Satna; if so, the details of the incident including the progress of enquiry, if any, conducted by his Ministry;

(b) whether Government's attention has been drawn to the news item captioned 'Railways ill-equipped to tackle fires' which appeared in the Hindustan Times dated 10th May, 1998; and

(c) if so, the details of time-bound action plan, if any, drawn out by his Ministry?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes, Sir. On 2.5.1998, 21 tank wagons of Trombay—Satna Oil Tank Special Goods train carrying Petroleum products derailed and subsequently caught fire between Pan-kheri and Palichauk Road stations on Central Railway's Jabalpur Division.

The cause of this accident was established as cold breakage of journal of the culprit wagon.

(b) Yes, Sir.

(c) Indian Railways accord highest priority to safety in train operations. The number of cases of fire on Indian Railways has been steadily going down, as can be seen from the figures below.

Year	No Of Fire Cases	Total Consequential Accidents
1960-61	405	2131
1970-71	12	840
1980-81	29	1013
1990-91	9	532
1997-98*	6	396

*Figures are provisional.

Year-wise statistics are given in Statement *(See below).*

From time to time, drives are being launched on Indian Railways to curb fire accidents. The following action has been taken to reduce cases of fires:

(i) Carriage of inflammable/explosive material and lighted sigris in the passenger coaches in prohibited and punishable under the Railways Act, 1989.

(ii) Intensive campaigns through public address system are launched periodically to educate public about dangers of carrying inflammable/explosive material and need to maintain extreme vigilance regarding unclaimed/unattended objects.

(iii) Publicity is carried out through television, advertisements in National and Local press to educate public against hazards of carrying inflammable material in their luggage,

(iv) Instant Action Groups have been provided in important trains to prevent entry of unauthorised passengers and carrying of inflammable articles etc.

(v) Action groups are also randomly sent on other Mail/Express trains with directions to conduct surprise checks on passengers' luggage in trains over sensitive areas.

(vi) Use of fire-resistant material in coaches will be progressively introduced.

(vii) Each locomotive is provided with 2 Fire extinguishers and Guard's brake van of passenger carrying train is also provided with 1 Fire extinguisher. In addition to these, fire extinguishers are also provided in Air Conditioned coaches.

(viii) Maintenance of Fire Extinguishers is the duty of the Railway Protection Force, who periodically test each of the equipment provided.

(ix) Buckets filled with sand and water are being provided at all stations and major installations.

(x) Railway staff are periodically trained in fire fighting techniques whenever they go for attending refresher courses.

(xi) Ministry of Railways holds periodic meetings with oil companies and based on past experience instructions are revised from time to time for taking following precautions at petroleum sidings such as:

(a) Marshalling of guard wagon on petroleum rakes.

(b) Provision of fill pipes on POL tank wagons.

(c) Not using hurricane lamps in petroleum sidings which are being progres- * sively replaced by battery-lit lamps.

(d) Precautions to be taken by train examination staff while checking rake and making it fit for loading of petroleum products.

Statement

Train accidents on Indian Railways since 1960-61

Year	Collisions	Derail-ments	Level Crossing Accdts.	Fire in trains	Total	Movement of traffic, i.e., Train Kms. run (in Millions)	Incidence of train accidents per million train kilometres
1960-61	130	1415	181	405	2131	388.1	5.5
1961-62	124	1433	160	238	1953	396.2	4.9
1962-63	98	1316	168	55	1637	408.3	4.0
1963-64	93	1300	161	81	1635	421.9	3.9
1964-65	81	1035	146	31	1293	433.2	3.0
1965-66	74	962	123	42	1201	450.8	2.7

Year	Collisions	Derail-ments	Level Crossing Accdts.	Fire in trains	Total	Movrmeii of traffic, i.e.j Train Kms run | (in Millions)	Incidence of train accidents XT million train
1966-67	67	876	104	50	1097	451.7	2.4
1967-68	66	892	111	42	1111	455.3	2.4
1968-69	47	684	129	48	908	460.1	2.0
1969-70	54	791	111	47	963	473.0	2.0
1970-71	59	648	121	12	840	466.5	1.8
1971-72	57	667	118	22	864	474.4	1.8
1972-73	57	598	131	25	813	473.1	1.7
1973-74	59	578	125	13	782	432.8	1.8
1974-75	66	696	140	23	925	430.1	2.2
1975-76	64	768	105	27	964	487.4'	2.0
1976-77	45	633	86	16	780	511.6	1.5
1977-78	54	705	93	14	866	526.1	1.6
1978-79	55	778	86	12	931	504.1	1.8
1979-80	72	692	115	21	900	503.4	1.8
1980-81	69	825	90	29	1013	504.5	2.0
1981-82	87	936	84	23	1130	516.6	2.2
1982-83	54	653	70	20	797	530.9	1.5
1983-84	48	621	82	17	768	541.7	1.4
1984-85	39	678	65	30	812	541.1	1.5
1985-86	46	588	62	21	717	570.4	1.3
1986-87	28	538	65	13	644	582.3	1.1
1987-88	40	490	62	12	604	590.2	1.02
1988-89	30	457	55	3	545	602.2	0.90
1989-90	34	556	42	8	540	618,0	0.87
1990-91	41	446	36	9	532	617.1	0.86
1991-92	30	444	47	9	530	629.2	0.84
1992-93	50	404	51	9	524	632.3	0.83
1993-94	50	401	66	3	520	634.2	0.82
1994-95	35	388	73	5	501	641.9	0.78
1995-96	29	296	68	5	398	655.9	0.61
1996-97	26	286	65	4	381	667.6	0.57
1997-98*	35	289	66	6	396	N.A.	N.A.

'Figures are provisional

Proposals for railway lines in Orissa

*142. SHRI BHAGABAN MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposals for laying some railway lines in Orissa are pending with Government;

(b) if so, the details of those railway projects; and

(c) the details of steps taken to approve those projects and to start construction work?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) and (b) Yes, Sir. The following proposals received for laying railway lines in Orissa have not yet been taken up.

1. Talcher-Gopalpur new railway line.
2. Talcher-Bimlagarh new railway line.
3. Puri-Konark new railway line.
4. Jeypore-Nawrangpur new railway line.
5. Berhrampur-Phulbani new railway line.
6. Nawapara-Bargarh new railway line.